

CLAIM AMENDMENTS:

1- 6 cancelled

7. (new) A piston pin bushing comprising:

a brass alloy having between 30 and 32.2 weight % of zinc, 1.8 to 2.2 weight % of aluminium, 1.8 to 2.2 weight % of manganese, 1.4 to 2.2 weight % of nickel, 1.4 to 2.0 weight % of iron, contaminant-related constituents with a respective maximum content of 0.2 weight % and a maximum total content of 1 weight %, the rest copper, wherein the piston pin bushing is cut as a longitudinal section from a continuously cast pipe whose exterior has been previously machined, and is used without being subjected to a forging process following cutting.

8. (new) The piston pin bushing of claim 7, wherein said brass alloy comprises between 1.8 and 2.2 weight % of nickel.

9. (new) The piston pin bushing of claim 7, wherein said brass alloy comprises between 1.6 and 2.2 weight % of iron.

10. (new) The piston pin bushing of claim 7, wherein the bushing has an outer diameter of between 20 and 50 mm.

11. (new) The piston pin bushing of claim 7, wherein the bushing has a wall thickness of between 1 and 4 mm.

12. (new) A method for producing a piston pin bushing, the method comprising the steps of:

- a) preparing a brass alloy having between 30 and 32.2 weight % of zinc, 1.8 to 2.2 weight % of aluminium, 1.8 to 2.2 weight % of manganese, 1.4 to 2.2 weight % of nickel, 1.4 to 2.0 weight % of iron, contaminant-related constituents with a respective maximum content of 0.2 weight % and a maximum total content of 1 weight %, and the rest copper;
- b) continuously casting the brass alloy to form a tubular body;
- c) machining the exterior of the tubular body, and
- d) cutting a longitudinal section from the tubular body, without forging following cutting, to form the piston pin bushing.